

The Hongkong Telegraph.

(ESTABLISHED 1891.)

NEW SERIES No 4580.

日四十月五年十三緒光

MONDAY, JUNE 27, 1904.

一拜禮

號七廿月六英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,320,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO.
NAGASAKI.
LYONS.
SAN FRANCISCO.
BOMBAY.
TIENTSIN.
PEKING.
LONDON.
NEW YORK.
HONOLULU.
SHANGHAI.
NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$16,500,000
STERLING RESERVE \$16,500,000
SILVER RESERVE \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellin, Esq.
N. A. Siebs, Esq.
H. W. Slade, Esq.
C. A. Tones, Esq.
E. S. Wheeler, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1904. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000
Paid up Capital \$343,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Creasy Ewens, Esq.
GEO. W. F. PLAYFAIR,
Chief Manager.

Interest for 12 months Fixed 5%
Hongkong, 4th February, 1904. [18]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin
Tientsin
Calcutta
Tientsin (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTOGESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th April, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
Gold \$7,944,737—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
Gold \$10,000,000—£2,055,000.

HEAD OFFICE:
1, WALL STREET, NEW YORK.
LONDON OFFICE:
THREADENEEDLE HOUSE, E.C.

BRANCHES AT:
SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGAPORE,
YOKOHAMA, BOMBAY, CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.,
CREDIT LYONNAIS, DRESNER BANK,
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VOEUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies:
CANTON.
CHEFOO.
HANKOW.
PEKING.
PENANG.
SINGAPORE.
TIENTSIN.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3 per cent. Fixed Deposits for 3 months.
4 per cent. " " " 6 months.
5 per cent. " " " 12 months.

H. C. MARSHALL,
Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" " " 6 months, 3 1/2 per cent.
" " " 3 months, 3 per cent.

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

For the HOT WEATHER YOU SHOULD DRINK LIME FRUIT CORDIAL, A MOST REFRESHING, COOLING DRINK.

A tablespoonful in a half tumblerful of plain
or aerated water will be found a
delicious drink.

FLETCHER & Co.,
房藥大 法中,
14, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 22nd June, 1904. [384]

Ships.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	SOCOTRA C. J. Henton, R.N.R.	About 29th June	Freight only.
SHANGHAI	CHIUSAN W. B. Palmer, R.N.R.	About 30th June	Freight and Passage.
LONDON, &c.	BENGAL G. Philippi	July 2nd, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA H. E. Kitcat, R.N.R.	About 8th July	Freight only.

For Further Particulars, apply to

Hongkong, 25th June, 1904.

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PRINZ REGENT LUITPOLD	WEDNESDAY, 3rd August.
PREUSSEN	WEDNESDAY, 17th August.
PRINZ HEINRICH	WEDNESDAY, 31st August.
GNEISENAU	WEDNESDAY, 14th September.
BAVERN	WEDNESDAY, 28th September.
SACHSEN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 26th October.
PRINZESS ALICE	WEDNESDAY, 9th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 23rd November.

ON WEDNESDAY, the 6th day of July, 1904, at Noon, the Steamship "SEYDLITZ,"
of the NORDDEUTSCHER LLOYD, Captain C. Dewers, with PASSENGERS, SPECIE and CARGO, will leave this Port for above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 4th July, Cargo and Specie
will be received on Board until 5 P.M., on TUESDAY, the 5th July, and Parcels will be
received at the Agency's Office until NOON, on TUESDAY, the 5th July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 24th June, 1904.

Intimations.

LANE, CRAWFORD & CO., SOLE AGENTS.

DELICIOUS PRESERVED IN ALL ITS NATURAL RICHNESS.

WITH FRUITS, SWEETS, TEA, COFFEE, &c.



—PRICES—
Quarter tins 30 c., Half tins 40 c., One tins 60 c.
Hongkong, 10th May, 1904. [38]

CITRONNADE AND ORANGEADE.

EXCELLENT FLAVOURINGS

FOR FISH, GAME, PUDDINGS, &c.

MAKE a most Refreshing Drink when mixed with either
AQUARIUS or SODA WATER.

CITRONNADE is an excellent ingredient in a COCKTAIL.

SOLE AGENTS,

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

5, QUEEN'S ROAD,
Hongkong, 16th June, 1904. [41]

Intimations.

Bovril is an ideal food for the strong
and the weak. Bovril imparts extra
vigor to the healthy, greater strength
to the ailing. Bovril is, moreover, a
true friend in the kitchen. It adds
nourishment, and gives a delightful
"twang" to soups, sauces, gravies
and entrees.



JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSU-UI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokihara and other Coals.

S. MINAMI, Manager, Hongkong.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER,
Proprietor.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.
Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [29]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [32]

GO TO THE

KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

TRADE



MARK.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

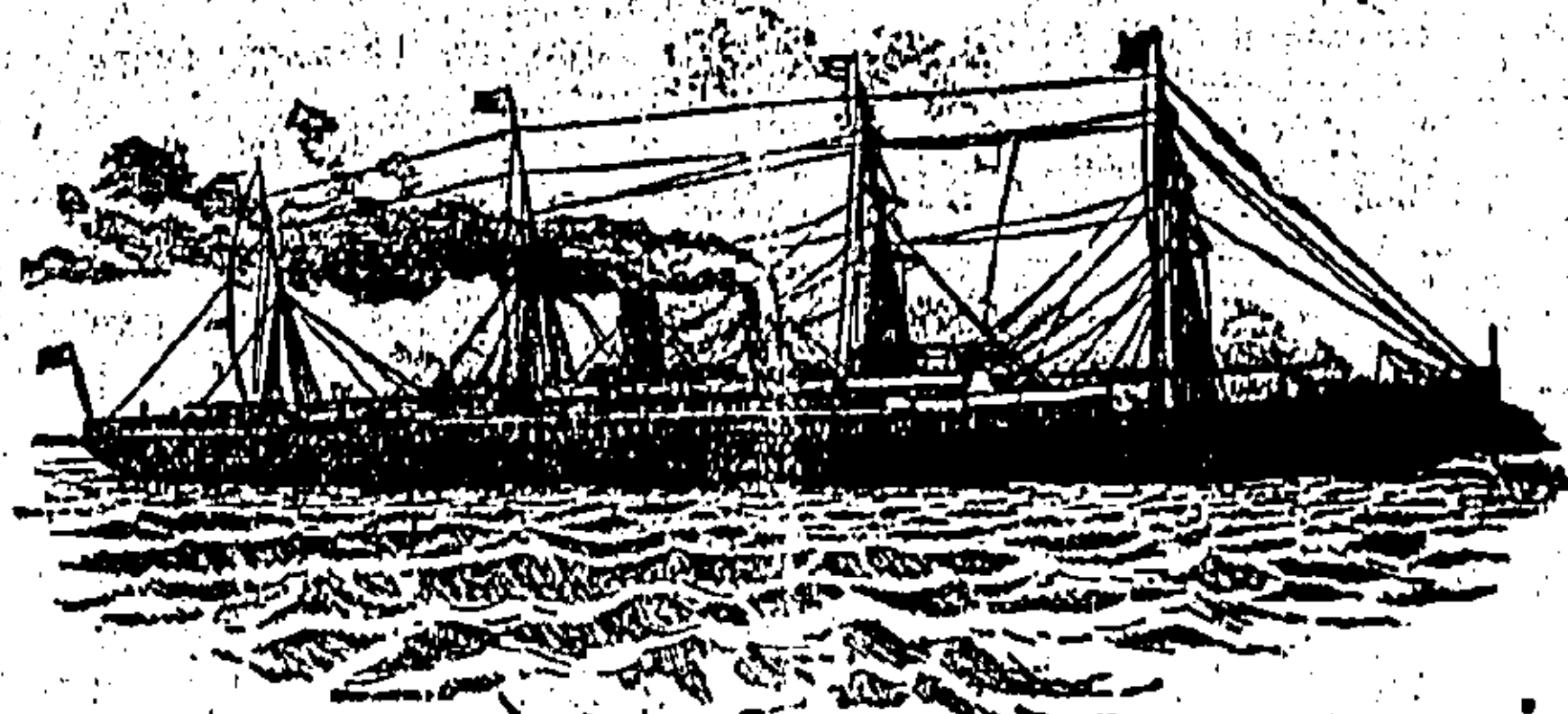
Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons	TUESDAY, 28th June, at Noon.
"DORIO"	4,784 "	SATURDAY, 9th July, at Noon.
"BIBERIA"	11,284 "	THURSDAY, 21st July, at Noon.
"COPTIC"	4,352 "	TUESDAY, 2nd August, at Noon.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GARLIO"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"AMERICA MARU"	6,300 "	

Records Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 28th June, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

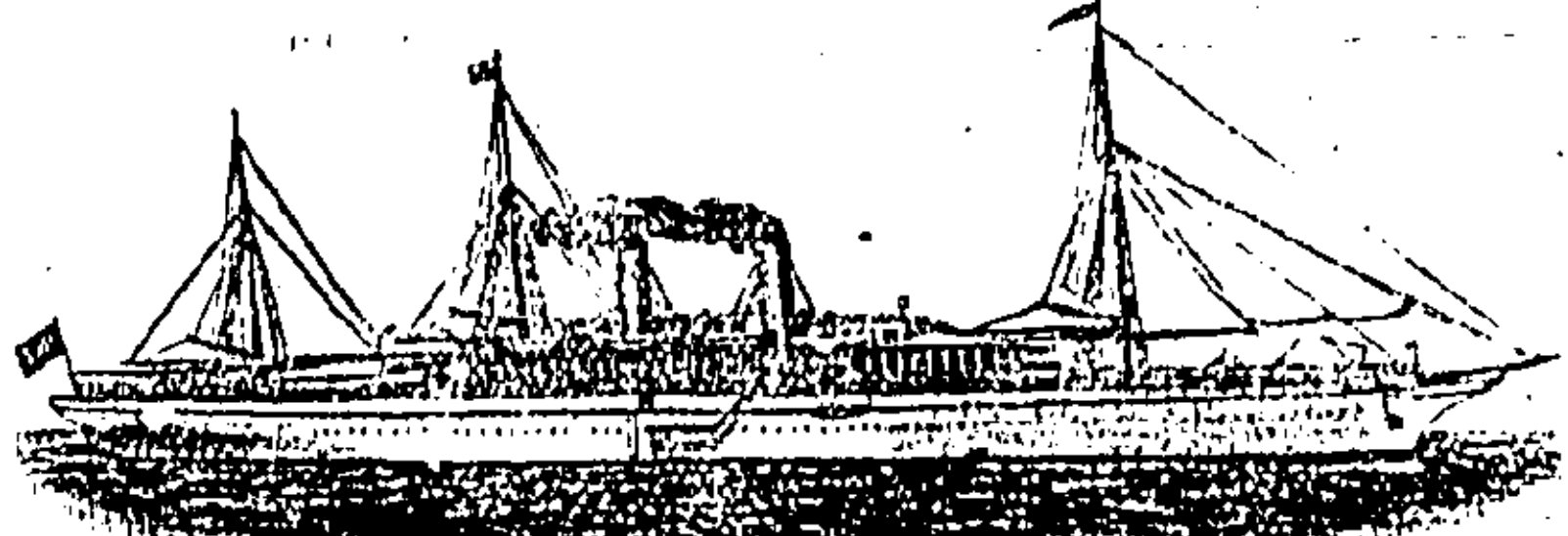
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th June, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th July.

"ATHENIAN" ... 4,440 " ... WEDNESDAY, 20th July.

"EMPRESS OF CHINA" ... 6,000 " ... WEDNESDAY, 3rd August.

"TARTAR" ... 4,425 " ... WEDNESDAY, 10th August.

"EMPRESS OF INDIA" ... 6,000 " ... WEDNESDAY, 24th August.

Hongkong to London, 1st Class ... via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ... £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C. in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to:

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 22nd June, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHT-DAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE, BREMEN and HAMBURG.	6th July. Freight.
Jaburg	(Calling at SINGAPORE and PENANG).	
C. FERD LAEISZ	HAVRE and HAMBURG.	26th July. Freight.
von Hof	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA	HAVRE and HAMBURG.	10th August. Freight.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	
BAMBERG	HAVRE and HAMBURG.	25th August. Freight.
Miltzoff	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA	HAVRE and HAMBURG.	5th Sept. Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 24th June, 1904.

TSU FAN
DENTIST.

PRICE MODERATE.—CONSULTATION FREE.
Make to the Hongkong Dispensary,
10, Queen's Road, Central.
Hongkong, 1st January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VUEX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,360 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
------------------	------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,197 tons	Captain T. Hamlin.
-----------------	------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half of July	JAVA PORTS	First half of July
TJILATJAP	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH	JAPAN	Second half of June	JAVA PORTS	Second half of June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 13th June, 1904.

[14]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

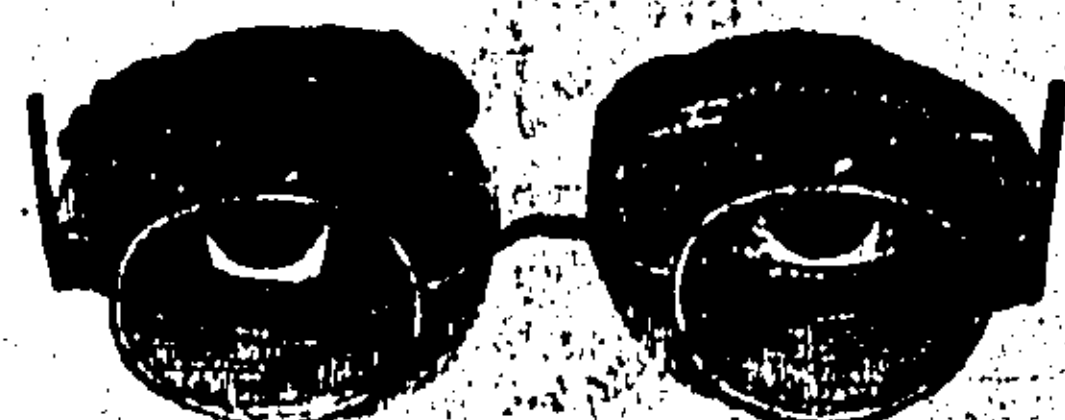
ORIENTAL
COSTUMES AND
FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS, UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed. Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager. [674]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

4, QUEEN'S ROAD,

Webster's Building.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

and guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts) or 96 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1904.

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 78 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand; plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

- Mousseux Blue Seal } Moët & Chandon. { \$38 per doz. qt.
- White Star } " " { 42 " " "
- Brut Imperial } " " { 50 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

- Buchanan Blend at \$13.50 per case of 1 dozen quarts.
- Black and White, at 17.50 " " "
- Royal Household, at 20.50 " " "

We request of our customers the favour of a trial of the products we offer, being convinced that they will find them of excellent quality at the same time as they are moderate in price.

Hongkong, 9th June, 1904.

[707]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

[637]

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hannu, 23rd October, 1904.

[57]

For Sale.

FOR SALE

NOS. 1, 2 or 3, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

[641]

For Sale.

ON SALE AT THE

BIBLE, BOOK, AND TRACT DEPOT,

6, D'AGUIAR STREET.

NEW STORY BOOKS for BOYS and

GIRLS.

An Extensive Assortment

of

PICTURE BOOKS FOR CHILDREN.

CHEAP REVISED BIBLES

and

NEW TESTAMENTS.

CENTENARY BIBLES and NEW TESTAMENTS.

A Highly-Finished Map of Central and

Southern Manchuria,

by

Intimations.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

Scrip No. 69 Nos. 17,861/17,850—25 shares in the name of George Hutton Potts.
Scrip No. 379 Nos. 36,380/36,439—50 shares in the name of Catchick Paul Chater.
Scrip No. 380 Nos. 36,439/36,479—50 shares in the name of Catchick Paul Chater.
Scrip No. 550 Nos. 44,759/44,783—25 shares in the name of George Hutton Potts.
Scrip No. 873 (Nos. 5,451/5,475)—50 shares in the name of Solomon Sassoon Benjamin.

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 10th June, 1904. [714]

THE ROBINSON PIANO Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES

OF
PRIGHT PIANOS

RACHALS, STUART,

&c., &c.,

— AND —

BAE-GRANDS;

BY

WELMANN,

(founded 1837).

They are of FEET LONG, occupying the space of Cottages, but with the fine appearance and TONE OF A FULL GRAND.

Hongkong, 13th June, 1904. [159]

F. BLAKAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND FUEL MERCHANTS, PAINT CONTRACTORS, AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD, CENTRAL, HONGKONG.

SOAP AND MANUFACTURERS.
SOLE AGENTS FOR HARTMAN'S PATENT RED HAND BRAND, HAINES' GREY PAINT, DAIMLER MOTOR, &c., &c.

PERGUSON'S CREAM

P. & O. SPECIAL SCOTCH WHISKY, &c., &c.

SHIPS STORES, DISHES, ALWA'S, &c., &c.

REASONABLE C.S.

Intimations.

WANTED.

A EUROPEAN NURSE for a Girl of four years.
Apply by letter to—
MRS. SWAN,
1, Gomes Villa, Kowloon.
Hongkong, 25th June, 1904. [761]

A. S. WATSON & CO. LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & COMPANY, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 30th October, 1904—both days inclusive.

The present paid-up Capital of the Company is \$60,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$90,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 22nd June, 1904. [754]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to book cargo and issue bills of lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWROAT COS., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 20th May, 1904. [643]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINGLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point. Tel. 367. Depot, Ice House Street. Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.
Hongkong, 20th May, 1904. [677]

NOTICE.

COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Vieux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,
Local Secretary.
Hongkong, 8th June, 1904. [701]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903. [1]

MEE CHEUNG, PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice House Road.

Is now in a position, in his New and Commodious Premises, to accept, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.
Hongkong, 22nd September, 1903. [1]

MINERALS IN BORNEO.

In a past issue, in an article under the heading of "Our Secreted Wealth"—subsequent to which we recently wrote on the Mining Prospects of the country—we dealt with the question of the minerals of North Borneo, and while we deplored the non-success of the Mineral Syndicate's representative, Mr. G. H. Rome, in being able to locate the gold, the existence of which in the country has been proved beyond question, we clung to the belief that the mineral wealth of North Borneo, though as yet secreted, would sooner or later be unearthed and would in fact prove to be enormous. We find on referring to one of the reports of the North Borneo Diggers, which are held annually in London, that in 1902 the Managing Director made the following observation:—"knowing the country as intimately as I do, I should not be surprised if the mineral wealth of North Borneo were to cause the vast riches of Mr. Carnegie to pale into insignificance." It was thought by many, at the time Mr. Cowie made that observation, that his sanguineness about the country's prospects generally had led him into a somewhat extravagant prophecy, and that the glowing picture he drew of North Borneo's future was rather a case of the wish being father to the thought. During the period, however, which has elapsed since the date when Mr. Cowie gave utterance to the expression referred to, certain valuable discoveries have been made which, when further developed, may result in the absolute verification of his prophecy.

In the first place the Manganese in Marudu Bay, of which we have already written at some length, is daily being proved to exist in immense quantities, so much so that the Mineral Syndicate, we understand, will ere long commence regular shipments of the ore from the country. A railway, about seven miles in length, has been in course of construction from the mines to the coast in Marudu Bay, where also a pier of considerable dimensions will shortly be completed. From this mineral product alone it is reasonable to assume that North Borneo will derive considerable benefit, quite irrespective of the great impetus to trade generally which it will impart to the district in which it exists.

It is curious that as far back as 1881, Mr. Wilt, in his diary, speaks of coming across a black stone in Marudu Bay, and stating that it was spoken of by the natives as a kind of coal. However, on the recent discovery of this black stone by Mr. Canavan, who practically found it in his back garden, and on the advent of the Mineral Syndicate, a test was made of it with the result that it was found to be Manganese, a mineral of great commercial value. Besides this, there has recently been discovered in the same neighbourhood another mineral in large quantities, the price of which commercially far exceeds that of Manganese. We refer to Chromite. On the shores of Marudu Bay extending over a large area there are considerable surface deposits of black sand, which have for generations been washed regularly by the incoming tides. We make no apology to our readers for dwelling rather fully on this theme, for we are naturally elated at the fact that this further discovery only tends to confirm our belief, expressed in a former issue, of the great secreted wealth of British North Borneo. It is true that so far as this Chromite is concerned, there was never any real secretiveness about it, since it has been exposed to view and has been trodden by the foot of man probably from time immemorial. It was only the expert eye of the white man, Mr. Robertson, which was attracted by the value of this sand. This in itself, however, sufficient to show that unless subject to the eye and the craft of an expert, there may be, and probably are, many other valuable minerals in the country which are continuously exposed to the view of the layman and passed by as worthless. In addition to the Chromite in Marudu Bay, another discovery was recently made by the Mineral Syndicate in the Labuk Hills, on the East Coast about 30 or 40 miles from Sandakan. This discovery is iron ore, of which Mr. Hone states about 14 millions tons are in sight, and the assay of samples of which show a yield of 94%. It is quite unnecessary for us to point out how unusually rich this iron ore is. So far as we are aware there is no place in the world which such a high percentage of iron can be shown.

In view of the close proximity to Sandakan of this latest and valuable discovery, it should cheer the hearts of those who have interests in Sandakan itself since the developments of this iron industry must perforce result in conferring great benefits on the present capital of the country, and thus add greatly to the value of property in and around, shall we say, the City. Moreover, the coal which was some time ago discovered by Mr. Phillips in Cowie Harbour is now on the eve of being worked, and will presently constitute one of the greatest exports of the country. Seeing that the scene of these coal deposits is no more than about 200 miles of waterway from Sandakan Harbour, and that the iron ore deposits are situated about 30 miles from the same point, it is surely not too optimistic to suggest that in the near future we shall see the establishment in the outskirts of Sandakan of furnaces for the manufacture of iron on a large scale. The institution of such an industry will necessitate the building of a railway from the Labuk Hills to Sandakan Harbour which in itself will be a most welcome boon to the inhabitants of Sandakan.

Altogether then our prospects were never so bright as they are at present. With Manganese in Marudu Bay, Iron in the Labuk Hills and Coal in Cowie Harbour, we have, in a comparatively small area, all the attributes for the creation of a great Steel Industry, and seeing that each of those three attributes is practically on the coast, the question of freight which usually tends to cripple such industries cannot arise. The wharves for the manufacture of steel rails can be located in one spot at a minimum of cost and in that way North Borneo will be able to vie with America and Belgium in supplying the world with rails for the ever increasing extension of railways. With these minerals, and the Chromite to which we have referred, we are now content to await development, and while we do not go so far as to say that Mr. Cowie's prophecy has actually been realized, we are still confident that before

long the mineral wealth of North Borneo will be proved to be enormous.
It, however, behoves us all to strive our utmost in assisting in bringing about a speedy realization of this potential wealth, for we feel confident that when bigger dividends for the shareholders, who have waited patiently for so long, are forthcoming, the Court will be only too ready and willing to grant increases to the pay of all the Officials of the Service, and it may even be that a pension scheme for which many of us have yearned, will become much sooner than we expected a fact accomplished. With the "Economy" and with a stern determination to put our shoulders to the wheel with one united effort we can most certainly accomplish this very desirable end.—B. N. B. Herald.

A LONDON MERCHANT

ON THE MONEY VALUE OF LIFE.

Hardly a week passes without someone being killed or seriously injured by the Electric Street Cars, and the dangers of overhead wires carrying powerful currents will more and more bring the Tramway Companies face to face with the problem of what it costs to kill. The law estimates the value of a man's life by his income or the property he owns. A working man's life is valued according to the loss sustained by his widow. In a case of injury without actual loss of life the market value of health has to be estimated, and it is rightly valued high. In this connection may be quoted some remarks by Mr. H. C. McKinlay, the well-known Colonial Merchant, of 59, Mark Lane, London, E.C. Speaking of Dr. Williams' pink pills for pale people, Mr. McKinlay said, "The value of this medicine cannot be measured by any weight of precious metal—gold. This sovereign remedy can be compared only with Life itself."

These words occurring in a letter led to Mr. McKinlay being visited by a newspaper representative, when he said, in explanation, "I do not care about being interviewed, but I think it is only fair that I should say that I have been a martyr to indigestion in an acute and chronic form for years, and I have also suffered for a long time from its attendant complaints—flatulence, shortness of breath, sleeplessness, acidity, and very bad attacks of liver complaint."

"So seriously did I suffer that I can assure you that at times, from the symptoms I detected, I really believed it had brought about something approaching heart disease, or at any rate very serious heart trouble. I adopted most of the so-called remedies, but all to no real purpose. Like most City men I ate much too quickly."

"I determined when I became very bad to see if I could drop this hurrying, and I ate slowly, and was careful as to my diet. But I am afraid I had gone too far on the downward line to obtain any good from adopting such a simple remedy as this, and although I persevered it was all to no purpose."

"At last it came to my knowledge that a wonderful cure had been obtained in a very severe case of indigestion from Dr. Williams' pink pills, and I have no hesitation in saying that I found them marvellous in their effect. They soon began to brace me up; they gave me more energy, and the lassitude, which is the worst symptom of ill-health and suffering, more especially in cases of acute indigestion, soon disappeared."

"I now began to enjoy my food again instead of looking forward to meals with absolute abhorrence. They are great builders up of the nerves and blood."

"You have my permission," Mr. McKinlay concluded, "to publish what I have just told you."



Where would you be without the bloom which health imparts to your cheeks? What are fine features worth when the complexion is sallow and the eyes dull?

Dr. Williams' Pink Pills for Pale People

make Women Pretty. They give abounding, regular health to Women of all ages. They make New Blood, and have cured Anemia, Bile, Consumption, Decline, Skin Eruptions, Neuralgia, Headache, Indigestion, Backache.

Dr. Williams' Pink Pills can be had from Dr. Williams' Medicine Company, Holborn Viaduct, London, E.C., for 2s. 6d. per bottle. [41]

One of the most useful Institutions of this country promises to be The Diabetic Institute of London, established for scientific research into the origin, cause and treatment of Diabetes and the secondary symptoms: gout, rheumatism, carbuncles, etc. Hardly any disease is so little understood, and at the same time so insidious and dangerous as Diabetes, which, according to the highest modern authorities, is curable after all when treated in time. If interested, write to the Diabetic Institute, St. Dunstan's Hill, London, E.C., for free information. [762]

Masonic.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st July, at 8.30 for 9 o'clock, precisely. Visiting Brethren are cordially invited to attend. Hongkong, 23rd June, 1904. [756]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
HONGKONG, 23rd June, 1904. [52]

Intimations.

ESPECIAL OLD TOM GIN. Marshall and Ely's.

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, Des Vieux Road.

Hongkong, 11th May, 1904. [658]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES.

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS—2, ICE HOUSE ROAD.

W. STUART HARRISON, AMICE, Manager.

Hongkong, 12th April, 1904. [64]

To Let.

TO LET.
No. 1, RIFON TERRACE in FLATS.
No. 4, RIFON TERRACE.
No. 17, WONG-NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FIRM).
GODOWNS: PRAYA EAST.
No. 1, CLIFTON GARDENS.
OFFICES in No. 16, DES VUEX ROAD CENTRAL.
"FAIRVIEW," No. 4, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 27th June, 1904. [771]

TO LET.

No. 1, STEWART TERRACE, THE PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 26th March, 1904. [436]

TO LET.

No. 5, UPPER MOSQUE TERRACE.
Possession from 1st July.
Apply to—
ROZARIO & Co.,
No. 47, Wyndham Street.
Hongkong, 22nd June, 1904. [753]

TO LET.

TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 16th June, 1904. [739]

TO LET.

IMMEDIATE POSSESSION.
FOR 18 MONTHS.

"LEIGHTON," THE PEAK.

Apply to—
JEBSEN & Co.
Hongkong, 27th April, 1904. [559]

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 2nd May, 1904. [69]

TO LET.

LARGE HOUSE. SIX SPACIOUS ROOMS and many others. No. 35, Caine Road.
Apply to—
YEW KEE BANK,
133, Queen's Road.
Hongkong, 16th June, 1904. [756]

THE WINE GROWERS SUPPLY CO.

THE Undersigned, having been appointed AGENTS for the WINE GROWERS SUPPLY COMPANY OF PARIS, are now prepared to answer inquiries and receive orders for all kinds of WINES and SPIRITS, at 22 and 24, Bank Buildings.

BARRETTO & CO.
Hongkong, 9th June, 1904. [763]

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
	1 doz. Qu.	2 doz. Fla.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

TELEPHONE NO. 256.

CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestosoid goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK."
Telephone:—No. 158.

Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$80 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.

On the 18th June, in the Chapel of the
Dames Auxiliaries, by the Reverend Father
Lorando, S.J., Mr. J. TAVARES of Shanghai to
Miss CECILE MARIE D'AQUINO, daughter of
Mr. and Mrs. T. d'Aquino, of Shanghai.

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 27, 1904.

THE LATE PAPAL DELEGATE.

The death of Archbishop Guidi, in Manila, at the age of 53, removes a striking and powerful figure from the religious life of Hongkong and the Philippines. Ordained twenty-seven years ago, he soon became associated with the Brotherhood of the Christian Schools, where his labours, his enthusiasm, and his inspiration urged and continued the movement which was eventually to become a world-wide organisation. He had visited all the countries of Europe, N. and S. America; he had touched the soil of Africa and Asia, and everywhere had met the Brothers of the Christian Schools conducting institutions and colleges incomparable for their success and renown. To him was due the founding of nearly a score of such buildings in the Equatorial and Colombian, and the Argentine and Chili districts. Among the whole of his lengthy diplomatic career he was connected with the brothers of St. Joseph's College, the Hongkong branch of the work, which is everywhere distinguished by a sound moral and technical training. The late Archbishop Guidi was, perhaps, better known by reason of his connection with the purchase of the friar lands in the Philippines, whither he was sent from Rome to negotiate with Governor Taft at Manila. His was a great mission, involving the purchase of practically all the lands in the Philippines, but by reason of hard and conscientious work he brought it to a successful conclusion. The strain of incessant toil, however, began to tell, and at the special request of the Pope the deceased Prelate went over to Macao to recuperate. Not deriving any benefits by the change he came to Hongkong, and remained for a week at the French Sanatorium at Pokfulam. This does not appear to have produced any material change, so he determined upon returning to the Philippines, and continue his work. Before leaving the Colony, however, he paid several visits to the brothers and scholars of St. Joseph's College, and, in May, unveiled the statue of St. Jean Baptiste de la Salle, the founder of the Christian Schools. He there delivered a most eloquent and friendly speech, in which he eulogised that great Patron of youth, and thanked the Brothers for the good work they were doing in Hongkong. His kindly smile and genial ways quickly won the scholars who at once found in him a true friend and pleasant guide. It was a hearty reception accorded him at the College, and the signs of regret exhibited when he left the Colony on the 11th inst., testified to the high esteem in which he was held. The news of his decease came sudden and swift; the hush of death hung like a pall over the College to-day, and those who had met him during the many happy days he spent in Hongkong scarce trusted themselves to speak of the bereavement they felt; for he was loved by all.

THE CANTON VICEROY.

In announcing the other day that H.E. Tsen Ch'un-hsien had memorialised the Throne asking to be allowed to resign the Viceroyalty of the Two Kwang, we alluded to the persistent rumour which had gained currency in mandarin circles at Canton that the Viceroy was to be transferred to the Liangkiang Viceroyalty, while H. E. Wei Kwang-tiao, who is reputed to be of a decidedly weak character would come south to administer the government of Kwangsi and Kwangtung. As we thought, there is absolutely no truth in the report, for, according to a Canton despatch, printed in the Shanghai senior morning paper, the Imperial Rescript to his memorial to the Throne, asking to be allowed to resign his post, has now been received by him. The gist of this reply is that, since the members of the Tsen family have for several generations been the recipients of the Imperial bounty (the Viceroy's grandfather was a Provincial Treasurer; his father late Viceroy of the Yun-kwei provinces; a brother now Provincial Judge of Hupeh; another Taotai; and still another prefect of Kueitifu, Honan province) the memorialist should use his best efforts to serve the Throne, especially as the Empire is passing through such a difficult crisis as the present. "In view of this, therefore, the prayer of Tsen Ch'un-hsien to be allowed to resign his post, is refused." When he arrived at Canton, in June of last year, he was considered on all sides to be the strong man of the moment, in China, and was looked upon by the whole Empire as the one official who would be able safely to steer the fortunes of the country when the inevitable crisis came. True it is that he left Szechuan to the regret of the people by whom he was reputed to be able to keep a firm grip in both civil and military affairs but, nevertheless, it was felt that matters would not go well unless he exhibited more push than when he led a force in 1902, against the Boxers and subsequently protested pacific intentions and brotherly feelings towards them. His coming South was welcomed by all foreigners having dealings with Canton and by all good citizens of the Southern capital who hailed him as a great pro-foreign viceroy, and one from whom great things might be expected. A few months of administration brought about a change, and he was regarded as anti-foreign. No great changes were effected, and whatever might have been the motive that prompted him there was little hope that during his term of office in the Two Kwang any marked improvement would take place. A few have been made in the Administrative Departments, but H.E. Tsen cannot be regarded in the same light as his predecessor Tao Mu, who performed many important acts and cleared away a great number of the old conservative barriers which existed between foreign people and the Chinese in Canton.

LOCAL AND GENERAL.

THERE is a recrudescence of the outbreak of bubonic plague in Durban, capital of Natal.

OWING to the necessity for retrenchment, 75,000 railway men in America are to be dismissed early in June.

A DANISH Salvage Company proposes to send out a steamer to attempt the salvage of the Chinese cruiser *Haitien*.

MR. F. N. Dressing has been appointed Chief Superintendent of the Chinese Telegraph Administration, with headquarters in Shanghai.

THE French Navy is being strengthened by the addition of 20 submarines, which are now building and are to be completed by the end of the year.

CHOLERA is said to be very prevalent amongst the natives at Shanghai. It is of a peculiarly virulent type, many people dying after half an hour's attack.

It is said that Chinese are now smuggling beef and other articles into Port Arthur otherwise the provisions at that port would not last longer than a month.

DURING a walking match between Paris and St. Cloud, in which 2,000 soldiers took part, several of the contestants sustained sunstroke, and three succumbed to fatigue.

BEFORE the Japanese entered Dalny, after the Russian evacuation, the mob broke open the prisons and liberated 200 gaolbirds who had the free run of the town for 30 hours, and pillaged extensively.

THE official inquiry held at Weihaiwei showed that Mr. Soper was accidentally washed overboard from his yacht during the voyage from Dalny, and that there was no reason for any suspicion of foul play in the matter.

OWING to the outbreak of smallpox on the E. and A. Company's steamer *Empire* on the voyage from Japan, Hongkong, and Manila, the vessel will be ordered into quarantine on arrival, says a Sydney exchange of 3rd inst.

THE creditors of the Marquis of Anglesey are insisting upon an assignment of his estate. The liabilities are set down at £544,000 out of which £213,000 represents bills for jewellery. The marquis is abroad, ill. His life is insured for £250,000.

PREPARATIONS are being made at Harbin, the Russian headquarters in Northern Manchuria, about 600 miles from Port Arthur, to withstand a siege. Heavy guns from Kronstadt and other Russian fortresses are being sent eastward to assist in the defence.

Sir John Lister Kaye has returned to Shanghai, having succeeded in his enterprise of securing an important concession in Anhui covering fifty square miles, including a magnificent iron mine only three miles from the Yangtze. There are 6,500,000 tons of ore in sight.

THE mails for Japan despatched by the s.s. *Shahada* on the 16th inst. have been returned from Amoy, as the steamer was unable to proceed. The mails will be despatched again by the first opportunity.

It is improbable that the C. N. S. *Hongho*, which was wrecked in Chimmo Bay, will be salvaged. The tops of her masts can be seen above water. Chief Engineer Hamilton is still missing.

FIFTEEN Chinese were charged at Shanghai with being absent from their ship, the *Glenlochan*, without leave, also with refusal of duty. They were ordered to be put on board and to forfeit from their wages the cost of so doing, namely, \$2.50 per man.

THE Messageries Maritimes steamer *Himalaya* is not expected to reach Marseilles till the 4th August. Mails despatched by the P. & O. S. S. *Bengal* should reach London on the 1st August. Only correspondence for Europe subscribed *Himalaya* will be forwarded by this vessel.

WE have received from the Mitsui Bussan Kaisha, the 14th annual report for the year ending the 31st March last, of the Meiji Fire Insurance Co., Ltd., of Tokyo, whom they are representing for South China. We note that the Company, transacts Fire Insurance business only, has a reserve fund which stands at ¥1,337,089.

At the annual meeting of the Russo-Chinese Bank, to be held next month, the Directors will recommend the same dividend as last year, eight per cent, and the usual appropriations to reserves. They will also recommend that a sum of two million roubles (£200,000) be set aside, as a special reserve in view of the existing disturbance in the Far East.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 26th June, 1904:—

	Library	Museum
Non-Chinese.....	252	136
Chinese.....	99	1,807
Total.....	351	1,943

MAJOR General Dessino, the Russian Military Agent in China, says that with reference to the rumour published by foreign newspapers about the loss of colours in the engagement of Wangkou only a soldier was killed, who was bearing the standard of the commander of the regiment. This standard was found by the Japanese, who mistook it for colours.

THE late Archbishop Guidi was a great traveller having visited Bavaria, Russia, North and South America, Portugal, France, Italy, the Philippines, China, Spain and other countries. He assisted at the coronation of the Tsar of Russia. It was his intention to visit Peking and Japan, but he received order to the contrary a few days before his departure from Hongkong.

AFTER the fall of South Hill, or Kaushan, the Russians at Port Arthur have prepared over ten balloons, which have been experimented with by the Russian officers under the guidance of General Curaki (?). These balloons are intended to find out the military movements of the Japanese. During the last few days, owing to the strong sea breeze, the experiments have not proved very successful.

DURING the 48 hours ending at noon to-day, eight cases of plague (all Chinese) occurred in the Colony, five of which proved fatal. During the week ending June 25th forty-four cases were reported, forty resulting in death. During the same period there were fifty-one cases of communicable disease in all; cholera four, diphtheria one and fever two, the remainder being plague as already reported.

IN consequence of the threatening weather last evening and the continual fall of the barometer, Captain Jones of the s.s. *Huangshan* deemed advisable to seek shelter out of the Inner Harbour of Macao. The vessel cast off her moorings at the wharf and proceeded to one of the safer channels in Malacow where she remained at anchor throughout the night. At six o'clock this morning the *Huangshan* returned to her Macao wharf.

IN connection with the present war it is interesting to note that H.I.M. the Emperor of Japan is punctually present at his office from 10 to 11 in the morning till 6 in the afternoon. He is never absent even on Sunday. Even very late at night, when he is sleeping, he insists on having the war news brought to him. When news arrives from the front, His Majesty generally gets a war map and comments on the news. If there is any doubt on any point he inquires of the officers in attendance until he clearly understands matters.

ACCORDING to the Japanese who returned from Saghalien lately, there are about 1500 Russian soldiers there. The commander of troops has been in bed, being ill, since the war, and much afraid of the Japanese troops attacking the place. He ordered the residents to help the Japanese in packing goods when the Japanese left the place for home. He did his best to please the Japanese and asked them to inform the Government. There should be no need of sending Japanese troops there. As all the Russian soldiers there are criminals, they are not much inclined to risk their lives for their country.

ELEGRAMS.

THE WAR.

NAVAL ENGAGEMENT OFF
PORT ARTHUR.

RUSSIAN BATTLESHIP SUNK.

OTHERS BADLY DAMAGED.

Mr. T. Hodsumi, manager of the Yokohama Specie Bank, Ltd., kindly informed us last evening that he had received the following telegram from his head office:—

YOKOHAMA, 26th June, 1904.

On the 23rd June, naval engagement took place off Port Arthur. One Russian battleship was sunk, and one battleship and one cruiser were badly damaged.

No damage to our ships, excepting slight damage to two of our destroyers.

[The above telegram was issued as a "Special extra" by us at 10.30 a.m. yesterday. —Ed., H.K.T.]

OFFICIAL CONFIRMATION.

DETAILS OF THE FIGHT.

Mr. M. Noma, Consul for Japan, kindly communicates the following official telegrams:—

TOKIO, 25th June, 2.30 p.m.

Admiral Togo reports that on receipt of a report from a picketship by wireless telegraphy off Port Arthur that at 11 a.m. on the 23rd instant the enemy's fleet emerged from the port, he advanced with the whole fleet except the vessels on special mission.

The enemy consisted of six battleships, five cruisers, and fourteen destroyers, which seemed to make an attempt to move southward, but at nightfall stayed outside the port.

That night the majority of our destroyers and torpedo-boats attacked the enemy's fleet outside the port.

At least one battleship of the *Peresvict* type appeared to have been sunk and one battleship of the *Sevastopol* type and one cruiser of the *Diana* type were seen being towed into the port the next morning, apparently seriously damaged.

On our side the wardroom of the destroyer *Shirakumo* was damaged, three men being killed, and one surgeon and two men wounded. The torpedo-boat *Chidori* received one shot about her engine-room, but had no casualties. The torpedo-boats 64 and 66 were slightly damaged. No other damage was sustained.

JAPANESE ARMY SUCCESS.

SANTAOKOU HEIGHTS OCCUPIED.

TOKYO, 25th June, 6.50 p.m.

Our Takushan army reports that a detachment at dawn on the 23rd instant surprised and routed one squadron of Russian cavalry 10 miles north-west of Santaokou on the Taishikiao road. It also occupied the heights north of Santaokou, expelling the enemy.

The enemy left 60 dead.

THE BATTLE OF TELISSU.

JAPANESE CASUALTIES.

TOKYO, 26th June, 9.50 p.m.

General Oku reports that our casualties at Telissu were 217 killed, including 17 officers, and 946 wounded including 43 officers.

THE NAVAL COMBAT AT PORT ARTHUR.

SERIOUS RUSSIAN LOSSES.

The following official telegram has been forwarded us by Mr. M. Noma, Consul for Japan:—

Shanghai, 27th June, 10.50 a.m.

Admiral Togo reports the following details of the 23rd instant and states that from the early morning the *Peresvict*, *Follava*, *Sevastopol*, *Bayan*, *Pallada*, *Diana*, *Askold* and *Novik* were observed to be trying to emerge led by the steamer for clearing mines. Thereupon our whole squadron from various directions quickly advanced and concentrated at the position pre-arranged to meet at such emergency. At 11 a.m. the *Cesarevitch*, *Retvizan*, and *Pollada* also appeared. At 3 p.m. our destroyer and torpedo-boat flotillas, while obstructing the mine-clearing operation, fought and expelled seven Russian destroyers, whereof one caught fire and fled into the harbour. The *Novik* after approaching, our flotillas retired and joined the fleet. The enemy was gradually seen advancing south-east, then south. Our

third detachment tried to entice the enemy southward.

At 6.15 p.m. the enemy came within sight of our first detachment that had been waiting their approach. Then we manoeuvred, constantly pressing the enemy's front. At 8 p.m. the enemy changed the course to the northward, apparently for Port Arthur. At 9.30 p.m. our fourteenth torpedo-boat flotilla made the first attack, followed by fifth destroyer flotilla, thereupon the enemy disorderly hastened towards Port Arthur, anchored outside at 10.30 p.m. Thenceforth till the dawn our flotillas made the attacks for eight times repeatedly, defying the searchlights and firing from the enemy's fleet and forts. The *Shirataka* discharged two torpedoes at a battleship of the *Peresvict* type which was observed to have been enveloped in flame and sunk. The effects of the fire of our ships were not distinctly visible, but one battleship of the *Spartipol* type and two first class cruisers of the *Diana* type were also seen on the next morning to have lost their freedom of navigation. On the 24th instant till 4 p.m. the enemy gradually entered into the harbour, some being towed.

Our damage was slight as previously reported.

A SENSATIONAL fire, attended with fatal results, occurred at Huntley's restaurant at Weston-super-Mare, Somerset. Huntley, the proprietor, together with his wife, son, and baby, and two female assistants, perished in the flames. The son succeeded in saving his sister, but perished in a desperate effort to rescue his parents. Structurally, the place was a death-trap.

We understand that Mr. Willis E. Gray is no longer the general manager of the American Development Company and is not returning to China from New York where his wife has recently joined him. Another prominent employee is threatening the powers that be with a lawsuit over his agreement which has been terminated. There will be lots of development before the last is heard of his concern in China.—China Gazette.

THE C. N. str. *Kwailin* arrived at Shanghai on 21st inst from Moji, and reports that after leaving Moji, and when off Rokuren Island, on the afternoon of the 18th inst. she sighted the Japanese transport *Sado Maru* being towed by the Japanese str. *Takago Maru*. The *Sado Maru* was very deep in the water, her deck being flush with the water, after boats with exception of the port after-boats were gone, while her fore and aft rigging was cased away. There were two steam launches on deck forward, the one on the starboard side appeared to be in good order, but the one on the port side appeared to be badly damaged, as were also all the deck fittings on the port.

PLAGUE is prevalent this year in the districts of Honan, Fatsan, Tungkan, at Fati to an alarming extent and practically all those who are attacked die from it. In a recently published medical report it is stated that a preparation of carbolic acid timely ministered to plague patients had obtained these results. The percentage of recovery among Europeans has been found to be about 70 while the recovery in Chinese cases has become 30%. With a view to render aid to the people in the infected districts in the vicinity of Fati, Mr. Ho Kom Tong has obtained the assistance of Dr. Jau Hock of the Tung Whospital, to prepare some 2,000 bottles of carbolic acid for free distribution to the people in the districts above mentioned. Preliminary directions for taking the preparation are sent to each bottle which can be had at his appointed places.—Contributed.

SHIPPING ANNAIS.

MAILS

French (Tonkin) 28th
Indian (Sulian) 29th
English (Chusan) 3rd
Canadian (Athenia) prox.
Canadian (Empress) 4th prox.
German (Seydlitz) prox.
German (Prinz R. Luipold) 6th prox.
Australian (Trimah) prox.

The Imperial German Mail s.s. *Bayern* which left here on 25th ult. p.m., arrived at Genoa on 24th inst., at 3 p.m.

The Imperial German Mail s.s. *Seydlitz* left Kobe via Nagasaki, Fukuoka, and Foochow to-day, and may be expected here on 5th prox.

The P. & O. S. S. *Chusan* left Singapore for this port on 25th ult., at 5 p.m., with the Outward Mail, and is due here on 30th inst.

The C. P. R. s.s. *Empire of Japan* arrived at Yokohama on 27th inst., and leaves again at 3 p.m. today for Kobe where she is due to arrive on 28th inst.

The C. P. R. s.s. *Athena* arrived at Kobe at 8 p.m. inst., and left again at 5 p.m. Sunday for Nagasaki for Shanghai where she is due to arrive on 30th inst.

The C. P. R. s.s. *Empress of India* arrived at this port on 24th inst., and left again on Saturday for Nagasaki where she is due to arrive on 27th inst.

The C. P. R. s.s. *Prinz Eugen* arrived at this port on 24th inst., and left again on Saturday for Nagasaki where she is due to arrive on 27th inst.

The C. P. R. s.s. *Prinz Eugen* arrived at this port on 24th inst., and left again on Saturday for Nagasaki where she is due to arrive on 27th inst.

TELEGRAMS.

(Reviewers.)

The King on the Continent.

LONDON, 24th June.

The King has left England to attend the Kiel regatta.

The United States Election.

The Republic Convention has nominated Mr. Fairbanks for the Vice-Presidency.

Further Birthday Honours.

Mr. Alfred Harmsworth has been made a baronet and Mr. G. T. Hare, C.M.G., of the Malay States, a Companion of the Imperial Service Order.

LATER.

The War.

The St. Petersburg War Office has received a telegram from General Kuropatkin indicating that he does not intend to seriously contest the Japanese advance to Kaiping, owing to the exposure of his flank to General Kuroki. He prefers to concentrate at Hai Cheng. This decision appears to involve the evacuation of Nuchwang and Yingkow.

Politics.

The Government Whips complain bitterly of the slackness of Unionist members and intimate that, failing an improvement, the Government must consider its position.

Parliamentary.

25th June.

Sir John Leng (Liberal Member for Dundee) has given notice to ask Mr. Balfour whether, in view of the objections to the increased taxation, he will place a time for the continued declarations of the constituencies against the Government and whether he will submit the policy to the judgment of the country. Mr. Balfour has replied in writing that he will not take the course suggested unless the Government has incurred such a defeat as will prove that it has lost the confidence of the House of Commons or that it cannot secure from day to day the support necessary to carry on parliamentary business. In which case he would ask to be relieved of his responsibilities.

THE ILL-FATED HAESHIN.

Mr. T. Wei, Marine Superintendent of the C. M. S. N. Co., at Shanghai, received the following telegram from Wenchow, from Captain Lowe of the *Haeshin*:

Wenchow, 19th, a.m.

Haeshin total wreck about five miles north-west of Tse Island. Mate and second mate with one life boat have gone Foochow direction. Engineers with me. All hands safe as far as known. Left sixty men on the island. Arrived here, 8 a.m. Have wired Foochow.—LOWE.

A native telegram received last night also states that the chief and second mate with part of the crew have arrived at Foochow in a life boat, sixty passengers were left on the island.

The *Shanghai Mercury* of the 23rd inst. says: The C. M. S. *Poochi* has been sent to the scene of the disaster to take off the survivors of the wreck. The *Haeshin* struck a pinnacle rock and went down in deep water shortly after striking. In was a very smooth sea at the time and fortunately as far as is known, no lives were lost.

The C. M. S. *Haeshin* arrived here this morning from Foochow bringing two comrades' servants who managed to reach Pagoda Anchorage in native boats. The *Haean* searched the outside passage and the I.C. *Columbia* searched the inside passage in the vicinity of the wreck, but could find no vestige of floating wreckage.

Capt. Lowe and the engineers are expected to arrive here shortly by the steamer *Poochi*, and the officers and crew will come on by the first steamer from Foochow.

The Tse islands are about ten miles south-west from Namki island, on which it has hitherto been assumed that the *Haeshin* went ashore.

WORLD'S LARGEST FREIGHT-SHIP.

COMING TO HONGKONG.

On 4th July next the *Minnesota*, the largest freight steamship in the world, will leave New York for Seattle and five months later the *Dakota*, her sister ship, will also start on her voyage to that city. From and after their arrival they will ply regularly between Seattle and the ports of the Orient, and a new trade route will be opened to the commerce of the Pacific. Each one of these steamships has a deadweight capacity of 30,000 tons of freight. Given modern appliances for loading and discharging, such as are found on the great lakes, and consequently the quick dispatch possible at both ends of the route, and each of these steamships will be equal, as a factor in freight moving, to half a dozen of the ordinary tramp steamships which have been doing the bulk of the ocean freight carrying for the past twenty years. With their enormous freight capacity, they can carry cargoes at a much lower cost than can these small tramp steamships, notwithstanding that, operated under the American flag, they will have to pay higher rates of wages and give better subsistence to their employes than is the case on foreign vessels. Moreover, they are to be operated merely as a link in a transportation system which extends from tide water on the Atlantic to the further shore of the Pacific. They are built for the purpose of routing the trade of American country with Asia through a new canal, by giving better rates and better service than was ever before attempted. Should plans of the men at the head of this gigantic transportation undertaking be realized, and the lines are carefully laid these vessels will be forerunners of a mighty fleet, which will be Seattle the gateway to the Orient, through which will pass the interchangeable trade of continents.—E.S.

THE WAR.

THE ATTACK ON JAPANESE TRANSPORTS.

NARRATIVE BY SURVIVORS.

ON THE "SADO MARU."

The *Sado* in company with the *Hitachi*, was passing west by south of Okinoshima, when the war-ships were sighted to port. The *Sado* at once altered her course and went off at full speed. The largest of the Russian ships fired at the steamer, which still, however, continued her course, but stopped when the Russians had fired several shots. The *Hitachi* was also fired at and pursued, but kept her course until she was disabled. The Russians then steamed round the *Hitachi*, which was stationary, and again fired at her. Two or three war-ships signalled the *Sado* and a foreign officer at once left the ship and went on board one of the Russian vessels. He returned shortly, and entered into conversation with the foreign Captain on the bridge of the *Sado*. Presently two officers boarded the *Sado* from the nearest war-ship. One of them stood on the gangway, while the other, accompanied by three seamen, went into the Captain's cabin and after a short conversation took away as prisoners the officers of the steamer, about fifteen in number. The officer who kept watch at the gangway spoke Japanese, and gave an order to the effect that all on board should leave the ship in one hour if they did not wish to be drowned. He said the vessel would be sunk by a torpedo. The naval officer in charge of the *Sado* issued orders that the crew should leave first and the non-combatants follow. The military officers had already decided upon their course. Captains Nishio and Shimura went through the ship urging all to leave. Major Moji shouted "Danzei" as each boat left the ship with men. Altogether ten boats were lowered, but four of them capsized because of the rough sea and many of the occupants were drowned. The survivors took the last boat, and when they had gone about 700 yards from the steamer, the largest vessel of the Russian squadron passed very close to the doomed ship and discharged a torpedo against her. The steamer emitted a great volume of black smoke from the funnel as she was struck and quickly sank. The last boat steered for Okinoshima and three Russian ships also headed for that island, passing the boat-load of refugees on the starboard. A fishing-boat was met near the island and signals were made for assistance. The fishing-boat took aboard half the number, about twenty, and both boats arrived safely at the island at about 7 p.m. A hard nor-h-westerly wind was blowing at the time with rain. At night the Russian ships were observed to be active in the use of their searchlights. The refugees remained at the island till about 3 a.m., waiting for the wind and sea to abate, but as the Russian ships still remained, the boats risked the heavy sea and made for Kokura. Another boat was at the island, but it was impossible to ascertain who were its occupants owing to the rough sea.

THE "HITACHI MARU."

A SAD STORY.

Sergeant Tadokoro Kamenatsu and thirty-four other survivors of the *Hitachi Maru* related their sad story as follows:—When it became clear that nothing could be done on board, Lieutenant-Colonel Suchi, Commander of the Regiment, ordered his men to burn the regimental flag and all the important letters. The order was promptly obeyed and the flag, which had been held by Ensign Okubo, was burnt together with the important letters. Having ascertained that all these things had been destroyed, Lieutenant-Colonel Suchi committed suicide with his pistol, while Mr. Yamagata, Commander of a battalion, and Lieutenant Nagao, Commander of a company, committed seppuku. Captain Hashimoto, Commander of one company, and several other officers, and many belonging to the ship committed suicide—some with pistols and others with swords. Several jumped overboard and tried hard to swim to the shore, some succeeding, while many sunk for good and all. In the meantime, the Russians saw the ship still floating, and the *Rossviya* came within two hundred metres and fired on us about three hundred shots, bullets falling like heavy rain on and around the ship. Hundreds of men, both on board and in the water, were killed by this volley. Heaps of bodies, red with blood, were piled up on board and scarlet streams were seen in the water about the ship. The cruelty of the Russians and the deplorable sights on and around the ship were indescribable.

There is no doubt the Russians determined to kill the Japanese to a man. Of seventeen men under Sergeant Tadokoro, eight fell at the same moment, killed by one shot. The sergeant intended to commit suicide but could not get at his sword, as all weapons had been taken away and stored together before the transport sailed. He jumped overboard and was wounded in his ear, but was not killed. He saw Captain Mishima struggling with the waves beside him and called to him, but the Captain disappeared in the water and the words "Mo-shikata-ganai" (it can not be helped). The inhumanity of the Russians may be judged from the fact that most of the dead were killed with bullets; very few were drowned. When the engine room was struck, more than two hundred were wounded there and then. Cries of "Banzei" arose here and there on board, and amid such cries the ship went to the bottom with her crew in Genkai Nada.

Thanks to Heaven no Japanese was taken prisoner by the Russians. It must especially be remembered that the Captain of the ship, Mr. J. Campbell, was standing on the bridge determined to stand by the ship to the last moment, but finally died a brave death with Ota Kohel, his purser, when the ship sank and nothing more could be done.

STATEMENT BY FISHERMEN.

Some idea of the terrible scenes which followed the torpedoing of the Japanese vessels may be gathered from the story of some fishermen who were engaged in their avocation off Genkai Nada at the time of the disaster. They were about forty miles from the shore, between Oshima and Okinoshima, and hearing wild shouts for help, found a number of men, some of whom were holding up signals of distress, struggling in the water. The sight was a terrible one indeed—about a hundred and thirty half-naked men, clinging to one another, and to buoys, rafts, and covers of hatches. The water was dyed with the blood of those who were wounded, and some were already dead. To add to the ghastliness of the scene several carcasses of horses were floating among the men. A high south-westerly wind was blowing, but the fishermen did their utmost to make their clumsy craft serve the purpose of life-boats. The three junks rescued about seventy of the drowning men altogether, taking them on board, lighting fires, and doing everything possible to resuscitate those half dead from exhaustion. When most of the poor fellows had recovered somewhat a war-ship was sighted a few miles distant. Believing it to be a Japanese war-ship the fishermen rowed towards it, and only discovered in the nick of time that it was, after all, a Russian vessel. The wind was so stiff that they could not use their sails, but they rowed for all they were worth towards Matsure, arriving there at 9 a.m. after experiencing great hardships throughout the night.

THE FOREIGN OFFICIALS.

GALLANT CONDUCT OF CAPT. CAMPBELL. Altogether there were at the time of the disaster seven foreign officers on board the two vessels—three on the *Hitachi* and four on the *Sado*. Those on the *Hitachi* were Captain Campbell (in command), Mr. Bishop, Chief Officer, and Mr. Glass, Chief Engineer; and on the *Sado* Captain Anderson (in command), Mr. Dring, Chief Officer; Mr. Kerr, Chief Engineer; and Mr. Carmichael, Second Engineer. We (*Kobe Chronicle*) learn by telegram from the Ujina office of the Nippon Yusen Kaisha that of these officers Mr. Kerr is the only one known to be saved. Reports in the vernacular papers lead to the supposition that some have lost their lives, but it may still be hoped that most of the officers were taken on the Russian vessels. From a Saseho dispatch to the *Asahi*, Captain Anderson, of the *Sado* has been saved and is all well at Okinoshima, while the same journal states that Captain Campbell, of the *Hitachi*, went down with the ship. The message speaks in the highest possible terms of the gallant conduct of Captain Campbell. "He coolly died at his post with the Japanese military officers, and his conduct merits the sympathy of the whole nation. The fact that he placed more value upon his duty than his life is truly admirable." The message adds that Captain Campbell served for twenty years as captain of Nippon Yusen Kaisha vessels and rendered distinguished services to Japan during the Japan-China War. That Captain Campbell would do his duty nobly who has met him would doubt for a moment, but we sincerely trust that the news of his death may prove incorrect. Other dispatches, though not actually announcing the death of the European officers, agree that their behaviour during the disaster was admirable in the extreme, and all that could possibly be expected.

PROPOSED WORKS AT THE PHILIPPINES.

AN OPPORTUNITY FOR CONTRACTORS.

The Acting-Chief Secretary, New South Wales, has received from Mr. Sutor, Commercial Agent in the East, a report under date April 13, with reference to the proposed works to be carried out at the Philippine Islands.

"On March 17," he writes, "the Secretary of War, U.S.A., America, discussed railway matters before the House Committee on Insular Affairs. Taking up the railway feature of the Cooper Bill, which guarantees 4 per cent. on an investment of \$3,000,000 for the construction of railroads in the islands, the Secretary said he visited New York last week, and had been assured by capitalists there that they would go into the enterprise if the Government would ensure a certain income on the investment. If Congress wanted to build these roads, he added, the Commission undoubtedly would undertake it. His own views, however, were against the policy on account of complications, such as liability to employees, etc.

"The total mileage recommended is about 800, and it is considered that the projected road in the south of the island would pay from the beginning.

"I feel confident that the works will be carried out by contract, and specially advise New South Wales contractors and others to be specially on the alert. As a result of several conversations I had at Manila, I feel that every inducement will be offered for our people.

"To keep in touch with the proposals I would respectfully suggest that the Consul for the United States be asked to arrange for plans and specifications to be placed on view at the Consulate, Sydney, when the works are ready to be advertised.

"There is also no reason why a large percentage of the iron and steel work that will be necessary should not be from Sydney."

To meet the growing requirements of the trade between Australia and the East the steamer *Heathcraig* has been chartered to take up the running on the E. and A. line. The *Heathcraig* will load general cargo for Manila, Kobe, and Yokohama at Melbourne, Sydney, and Queensland. The *Heathcraig* is a vessel of 4,251 tons gross, 2,780 tons net, her principal dimensions being—Length 360 ft., breadth 48 ft., depth 20 ft. She was built in 1900 by Craig, Taylor, and Co., Stockton.

ANOTHER SOLICITOR ADMITTED.

TO PRACTISE AT HONGKONG.

At the Supreme Court this morning, the Hon. H. E. Pollock, K.C., introduced to his Lordship the Chief Justice, Mr. Harold George Charles Bailey, and moved that he be admitted to practise as an attorney and proctor in the Court.

Counsel said:—May it please your Lordship, I beg leave to move that, in accordance with notice of motion, which has been filed, that Mr. Harold George Charles Bailey may be admitted to practise as an attorney and proctor in this Court. As your Lordship will see from the affidavit, which has been filed, Mr. Bailey was admitted to practise as a solicitor in the Supreme Court of Judicature in England on the 6th December, 1898, and he has for the past six years, with the exception of sixteen months when he served the British Forces in South Africa, resided in England. He arrived in this Colony on the 21st June of this year. To that affidavit of Mr. Bailey is attached the certificate of admission to practise in the Supreme Court at home, and there is also the usual affidavit, by Mr. G. C. C. Master, identifying Mr. Bailey, and stating that he is to be employed as managing clerk for the firm of Messrs. Johnson, Stokes and Master in this Colony. I would, therefore, ask your Lordship to grant this motion.

The Chief Justice said:—I have read the affidavit and the certificate showing that Mr. Bailey was admitted on the 6th December, 1898, to be a solicitor of the Supreme Court, in England. I have also read the other affidavits, and have much pleasure in directing that Mr. Bailey be approved, admitted and enrolled to practise as an attorney and proctor of this Court. I have much pleasure in admitting you, Mr. Bailey, and I trust you may have a prosperous career before you.

Mr. Bailey: I thank your Lordship.

DEATH OF A PRESBYTERIAN MISSIONARY.

NEAR CANTON.

(From Our Own Correspondent.)

Canton, 24th June.

The Rev. Edward M. Scheier, a member of the American Presbyterian Mission, died on a boat on the way to Canton on the 11th inst. Mr. Scheier, who was stationed at Lien Chau, where the mission has a growing work, had been on the field not quite two years and had spent most of his time in the acquisition of the language. He was a native of Pennsylvania and came to Canton in October 1902. Mr. Scheier, who was unmarried, has a father and mother still living in the United States. By his death the mission has suffered a severe loss. He was a young man of good ability and earnest in his work, and when he was appointed to the work the Mission Board wrote of him as follows: "A young man of good mind, admirable poise, superior character and sterling integrity."

THE "SPARROWHAWK" WRECKED AT THE SADDLES.

The eight-year old British Torpedo-boat destroyer *Sparrowhawk* passed away on the 19th by coming into contact with an uncharted pinnacle rock to the N.E. of Chesney Island, in the vicinity of the Saddles. How there could be such within the immediate ground-of-maneuvres for our China Squadron is hard to imagine, seeing the large amounts annually expended on surveying China waters by the Admiralty. As an excuse for the non-appearance of the rock in the chart it is suggested that it is awash at low water, during the spring tides now prevailing and is deeply submerged at ordinary tides, but this is no excuse for charting 8 fathoms at the spot where the ill-fated *Sparrowhawk* struck. Luckily for the officers and crew, the fleet were in the vicinity, and H.M.S. *Glory* and *Fame* (t.b.d.) were able to stand by and rescue all hands to the number of 58. Two torpedo-tubes, with torpedoes, one twelve pounder gun, and five six-pounders with ammunition and all loose gear were removed before the *Sparrowhawk* finally buckled up about the third funnel. The accident did not seem at first very serious as Captain the Hon. W. G. Stopford (flag capt.) with the assistance of men from the *Fame* and *Glory* floated the wreck off the rock soon after midnight, and a temporary patch, in the shape of masting, was actually secured over the breach prior to pumping and towing to Shanghai for repairs. However, by 4 a.m. the water, already in the ill-fated vessel, had considerably strained the frail shell and she began to make further water more rapidly. It was therefore decided to remove everything possible, which was managed before the waters enshrouded the remains of the *Sparrowhawk* which occurred at 7 a.m. on Saturday morning.

This vessel, whose name so suddenly becomes erased from the number of effective destroyers in the British navy, was detached from the N. Pacific fleet for service on the China Station and although she cannot be looked upon as a modern vessel in these days, when modern improvements render obsolete torpedo and all other light craft after very few years. She was a formidable craft of the destroyer class, being of 300 tons displacement and 30.13 knots speed acquired from 6,000 horse power engines, and with an armament consisting of one 12 pounder, and five 6 pounders, with two torpedo tubes. She had a coal capacity of 80 tons. With such frail shells as cover the powerful driving engines of these naval mosquitoes it becomes absolutely necessary that no doubt should be allowed to remain, as to the existence or non-existence of rocks in any waters in which British naval manoeuvres are carried out, and we trust there will be a searching inquiry into the matter of the pinnacle rock by which the *Sparrowhawk* met its fate.—China Gazette.

CASES OF CURIOS.

AN UNDEFENDED ACTION.

The Hing Lung firm of curio dealers, carrying on business at 15 D'Aguilar Street have recovered from Ng Lau Tong, comrade to Messrs. MacGregor Brothers and Gow, merchants and shipowners of 4, Des Vaux Road, the sum of \$2,250.10, balance due for thirteen cases of curios, etc. The action came on before his Lordship, the Chief Justice at the Supreme Court this morning, when it transpired that defendant had not entered an appearance.

His Lordship said:—In this case, I understand that the defendant has filed no statement of defence, and consequently by Section 300 of the Code he is not entitled to be heard in this Court. The plaintiff, I understand, is prepared to give evidence to prove his claim; and I think it would be the best thing if he goes into the box.

It seems that, on the 8th July, 1903, an agreement was made between the parties whereby the plaintiffs undertook to deliver to the defendant when he should so request, certain goods for sale on terms, *inter alia*, that upon the expiration of four Chinese months from the date of delivery the defendant should (unless he then returned such, if any, of the goods as were unsold) pay to the plaintiffs the price of the goods *via* \$3,225, or any balance of the price outstanding. On the 9th September plaintiff delivered the goods, and the four Chinese months expired on the 5th January last. Defendant, however, had not returned such, if any, of the goods as were then unsold, and had only paid plaintiffs \$1,025 leaving a balance due of \$2,250.10.

Judgment was accordingly given for this amount.

MUSIC-HALL ENTERTAINMENT.

AT THE METROPOLE THEATRE.

On Saturday evening the first of a series of entertainments of the music-hall type was given at the Metropole Theatre, situated at Mr. J. Christie's establishment, the Metropole Hotel. A crowded audience assisted at the *debut*, and the performance was a good one auguring well for the success of this new enterprise. These entertainments are to take place every Saturday until further notice. Mr. Arthur James gave several good character songs and was frequently applauded. Mr. Walter Kenny gave a somewhat feeble rendering of a charming ballad. Mr. Tom Morcomb proved himself to be an excellent comic, successfully provoking the hilarity of his listeners. Miss Gerie Masie is a splendid dancer and as such provoked repeated marks of approbation, but her voice is too shrill to be pleasant. Mr. J. Christie gave a fine exhibition of ball-punching which was an eye-opener to local amateurs. The best number on the programme was undoubtedly the ventriloquial entertainment by Messrs. McCormick and McGinty who kept the house in a continued roar of laughter. The evening terminated with a biograph show, giving a very good representation of the "Corbett-Jeffries fight." It is a pity that some means were not devised for erecting the stage in the open, so that the audience could enjoy the cool of the evening, as is done for the summer music-halls in several continental cities. The evening was an enjoyable one and future entertainments are likely to be well patronised by the Hongkong public.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—
Raubas \$ 6 1/2 b.
Farnham... .. Tls. 157 5a.
Langkats 297 1/2 s.

Shanghai advices, dated 23rd inst., 5 a.m.: Business reported:—Indo Chinas at Tls. 85 for October, Maatschappijs at Tls. 30 1/2 for June. Gas at Tls. 112 1/2. Pulpas at Tls. 125 for June. Hall and Holtz at \$29 1/2.

Business done direct:—Hongkong and Shanghai Banks at \$60 Ex. 73. Indo-Chinas at Tls. 86 for July, and Tls. 84 for September. Farnham, Boyds at Tls. 156 cash, Tls. 160 for September. Pulpas at Tls. 125 for June.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 15 1/16
Do. demand 1/10 7 1/16
Do. 4 months' sight 1/10 3 1/16
France—Bank T.T. 2.30
America—Bank T.T. 44 1/2
Germany—Bank T.T. 1.86 1/2
India T.T. 137
Do. demand 137 1/2
Shanghai—Bank T.T. 7 1/4
Japan—Bank T.T. 89 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 109 1/2

Buying.

4 months' sight L/C. 1/10 5 1/16
6 months' sight L/C. 1/10 1/16
30 days' sight San Francisco & New York 45 1/2
4 months' sight 45 1/2
30 days' sight Sydney and Melbourne 1/10 9 1/16
4 months' sight France 2.34
6 months' sight 2.35 1/2
4 months' sight Germany 1.91
Bar Silver 25 1/2
Bank of England rate 3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest
Malwa New @ 1,040/980
Old @ 1,000/1,050
Older @ 1,080/1,150
Oldest @ 1,180/1,220
Patna New @ 1,230
Old @ 1,315
Benares New @ 1,197
Old @ 1,210
Persian (Paper) @ 880/930

To-day's Advertisements.

NOTICE.

WE have this day REMOVED our OFFICES to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor. EAST ASIATIC TRADING COMPANY. Hongkong, 27th June, 1904. [767]

NOTICE.

ROYAL SWEDISH AND NORWEGIAN VICE-CONSULATE.

THE OFFICES of the above Consulate have this day been REMOVED to No. 2, CONNAUGHT ROAD CENTRAL, Third Floor. HERMANN PAULI, Deputy Vice-Consul for Sweden and Norway. Hongkong, 27th June, 1904. [768]

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete. For full Particulars, apply to HUGHES & HOUGH, 8, Des Vaux Road. Hongkong, 27th June, 1904. [769]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 1st July, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 27th June, 1904. [770]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "SOCOTRA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Calcutta*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 27th June, 1904. [771]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to H.M. THE KING and H.R.H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central. [772]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

*TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"MOYUNE"	On 27th June.
GLASGOW AND LIVERPOOL	"OANFA"	On 11th July.
GLASGOW AND LIVERPOOL	"SARREDON"	On 15th July.
GLASGOW AND LIVERPOOL	"PELEUS"	On 23rd July.
GLASGOW AND LIVERPOOL	"AJAX"	On 29th July.

S.S. "MOYUNE" left Singapore on the 22nd inst., and is due here on 27th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"YANGTSE"	On 5th July.
GENOA, MARSEILLES & L'POOL	"DIOMED"	On 15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	On 19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	On 2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	On 16th August.
GENOA, MARSEILLES & L'POOL	"SARREDON"	On 20th August.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA.	"OANFA"	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th June, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAK"	28th June, at 4 p.m.
MANILA	"TAMING"	29th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"OHINGTU"	5th July.
SWATOW, CHEFOO AND TIENSIN	"CHIHILU"	6th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th June, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Stewardess carried. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 2nd July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 9th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 25th June, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 14th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$8; 2nd Class, \$3; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3; Return Ticket including Dinner, either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 24th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong, every MONDAY, WEDNESDAY AND FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals 100 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese80

Deck 30

The Company's Wharf is at the end of Queen Street, Pny West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Schmitt, will be despatched for the above Ports, on or about TUESDAY, the 28th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th June, 1904.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on THURSDAY, the 30th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 25th June, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE" 5th July.

"ST. FILLANS" 10th "

"LOWTHER CASTLE" 31st "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 25th June, 1904.

P. & O. S. N. Co.'s

INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA"

6,574 tons,

will be despatched for LONDON (DIRECT)

on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by

S.S. "BORNEO,"

4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th June, 1904.

Shipping—Steamer.

NIPPON YUSEN KAISHA,
AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
via MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

will be despatched as above, on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 25th June, 1904.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon. Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS:

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER FORECASTS AND STORM WARNINGS.

are exhibited on the above boards daily about 11 A.M., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory, asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIOG,
Acting Director.

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET PRICES.

Corrected 17th June, 100 lbs. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjoin—Ngau Lau	26
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—, Knaw	9
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Coa	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai-tau-keok	75
Mutton Chop—Yeung Fai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	20
Pigs' Chindings—Chi cheong	16
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
Pork, Chop—Chi Pai Kwat	23
" Corned—Ham Chu Yuk	—
" Leg—Chu Pei	24
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	—
Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chu Chai	10
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

" Steak—Ngau Yuk Ku	"
" Serjoin—Ngau Lau	"
" Sausages,—Ngau Yuk Chaung ...	"
Bullock's Brains—, Know.....	per set
" Tongue fresh—Ngau Li	each
" " corned—Ham Ngau Li	"
" Head—Ngau Tau	"
" Heart—Ngau Sum	"
" Hump, Salt—Ngau Kin	"

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
Generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISING RATES.

(per inch.)

One week	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	 5 per cent.
6 "	 10 "
12 "	 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
5¢ each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.
1, Ice House Road,
Hongkong.

Intimations.

NO TOILET REQUISITES
ARE COMPLETE
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP,
Guaranteed made from Fruits and Flowers,
and to contain no animal fat. It is
most soothing and refreshing
to delicate skins.

STAR LIGHT SOAP,
Pure and economical, agreeable, highly per-
fumed and a perfect toilet and nursery Soap.

AND ALSO
CEDAR GLYCERINE AND TAR SOAP.
Now on Show.

H. RUTTONJEE,
No. 3, D'Almeida Street,
or
36 to 38, Elgin Road, Kowloon.
Hongkong, 8th June, 1904.

Sanitas
IS AN
Unequaled
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid
is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the house in which
it is used, and administered internally prevents
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder
is the best air purifier known, and a strong
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap
is specially recommended by the medical
authorities for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingszett's Fumigating Candles
apply the safest and most convenient means
of sulphur fumigation. For the disinfection
of infected places, bedding, clothing, etc.
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

Shipping.

Arrivals.

Choysang, Br. s.s., 1424, H. J. Roope, 25th
June, Shanghai 23rd June, Gen.—J. M.
& Co.
Mausang, Br. s.s., 1644, S. J. Payne, 25th June,
—Sandakan 20th June, Timber—J. M. &
Co.
Nanyang, Ger. s.s., 1060, E. Hass, 25th June,
—Chefoo 20th June, Beans and Gen.—
Chinese.
Triton, Ger. s.s., 1033, H. Krift, 25th June,
—Swatow 24th June, Gen.—O. S. K.
Taiyuan, Br. s.s., 1459, L. Dawson, 26th June,
—Australian Ports 4th June, and Manila
23rd June, Gen.—B. & S.
Kwangai, Ch. s.s., 1536, W. H. Lunt, 26th
June, —Shanghai 23rd June, Gen.—C. M.
S. N. Co.
Apenrade, Ger. s.s., 611, A. P. Ulderup, 26th
June, —Hohow 25th June, Gen.—J. & Co.
Changchow, Br. s.s., 1222, Monkman, 26th
June, —Swatow 25th June, Gen.—B. & S.
Undated, Br. s.s., 2026, S. Elcoate, 26th
June, —Bary 19th April, Coal.—D. & Co.
Ld.
Linan, Br. s.s., 1420, Williams, 26th June,
—Canton 25th June, Gen.—B. & S.
E-Sang, Br. s.s., 1127, W. F. Richard, 26th
June, —Canton 25th June, Gen.—J. M. &
Co.
Labor, Nor. s.s., 793, Jensen, 26th June,
—Canton 25th June, Gen.—M. B. K.
Lyemmon, Ger. s.s., 1238, Th. Lehmann, 26th
June, —Canton 25th June, Gen.—B. & S.
Huphe, Br. s.s., 1204, Mathias, 26th June,
—Canton 25th June, Gen.—B. & S.
Himalaya, Fr. s.s., 3360, Comfa, 27th June,
—Yokohama 17th June, and Shanghai 23rd
June, Gen.—M. M.
Samten, Ger. s.s., 998, Richwaldt, 26th June,
—Kohsichang 19th June, Rice—M. & Co.
Wahora, Br. s.s., 1169, F. Daniel, 27th June,
—Hohow 26th June, Gen.—Kam Tak Tai.
Socotra, Br. s.s., 3866, C. G. Benton, R.N.R.,
27th June, —London 14th June, Gen.—
P. & O. S. N. Co.
Clearances at the Harbour Office.
Fauang, for Singapore.
Kongnam, for West River.
Hongmo, for Canton.
San Cheong, for Canton.
Kwongchow, for Canton.
Hot Ho, for Canton.
Orange, for Bangkok.
Paila, for Saigon.
Tyr, for Canton.
Pearl Bay, for Canton.
Progress, for Swatow.
Lutitah, for Yokosuka.
Fayal, for Kuchinotzu.
Wingchat, for Macao.
Linton, for West River.
Vindobona, for Singapore.
Illa Verde, for Macao.
Hohing, for Kwongchow-wan.
Nanyang, for Canton.
Kwangai, for Canton.
Fah Kong, for West River.
Undated, for Yokohama.
Kwongkai, for Shanghai.
Yingking, for Canton.
Tjiamah, for West River.
Tah Hing, for Batavia.
Woo Kwei, for West River.
Bred, for Saigon.
Hongkong, for West River.
Kwongtung, for Canton.

Clearances at the Harbour Office.

Fauang, for Singapore.
Kongnam, for West River.
Hongmo, for Canton.
San Cheong, for Canton.
Kwongchow, for Canton.
Hot Ho, for Canton.
Orange, for Bangkok.
Paila, for Saigon.
Tyr, for Canton.
Pearl Bay, for Canton.
Progress, for Swatow.
Lutitah, for Yokosuka.
Fayal, for Kuchinotzu.
Wingchat, for Macao.
Linton, for West River.
Vindobona, for Singapore.
Illa Verde, for Macao.
Hohing, for Kwongchow-wan.
Nanyang, for Canton.
Kwangai, for Canton.
Fah Kong, for West River.
Undated, for Yokohama.
Kwongkai, for Shanghai.
Yingking, for Canton.
Tjiamah, for West River.
Tah Hing, for Batavia.
Woo Kwei, for West River.
Bred, for Saigon.
Hongkong, for West River.
Kwongtung, for Canton.

Departures.

June 26.
M. Struus, for Coast Ports.
Hong Mo, for Amoy.
Spithead, for Japan.
Bred, for Saigon.
June 27.
Decatur, U.S. torpedo-destroyer, for Manila.
Barry, U.S. torpedo-destroyer, for Manila.
Bainbridge, U.S. torpedo-destroyer, for Manila.
Dale, U.S. torpedo-destroyer, for Manila.
Kailong, for Cebu.
Perla, for Saigon.
Kwangai, for Shanghai.
Tjiamah, for Batavia.
Kwangai, for Canton.
Choysang, for Canton.

Passengers arrived.
Per Triton, from Swatow—106 Chinese.
Per Taiyuan, from Australian Ports—Wilson,
Driver, Brown, and 69 Chinese.
Per Changchow, from Swatow—Messrs. W.
A. Ralton, Lao Tze San, and 33 Chinese.
Per Wahora, from Hohow—H.E. Phya,
Montri Suriyawongse and wife, 58 Chinese.
Per Kwongkai, from Shanghai—Capt. C. W.
Ellis, Messrs. Jones, A. Paulsen, 75 Chinese,
and Japanese.
Per Choysang, from Shanghai—Messrs. A. C.
Dawson, C. L. Frederick, Yvanovich, Galbreath,
Lee San Fan, and 16 Chinese.

Shipping Report.
Str. Nanyang from Chefoo—Fine weather,
light N.W. wind, smooth sea.
Str. Samten from Kohsichang—Fair weather,
moderate and light sea throughout.

Str. Taiyuan from Australian ports—Fine
passage from there, and N.W. wind from
Manila.
Str. Socotra from London—S.W. to W.
winds, moderate to fresh, fine weather and few
currents.

Str. Wahora from Hohow—On 26th inst.
left there, during fine weather, although Bar.
was rather low, 11 p.m. same date wind fresh-
ened a little but no bad weather was experi-
enced during passage.

Str. Kwongkai from Shanghai—Experienced
light winds and foggy weather to Steep Island,
thence to Turnabout light variable winds with
rain, thence N.W. wind and falling barometer,
off Breaker Point the lowest reading 29.55,
wind N.W. force 3, from thence to port light
W.N.W. breeze, and fine weather.

Vessels in Port.

Steamers.

Anerley, Br. s.s., 1199, R. M. Robertson, 24th
June, —Saigon 20th June, Gen.—M. & Co.
Carl Menell, Ger. s.s., 984, J. Janssen, 18th
June, —Amoy 17th June, Ballast—E. A. T.
Co.
China, Am. s.s., 3186, D. E. Friele, 17th June,
—San Francisco and Shanghai 15th June,
Mails and Gen.—P. M. S. S. Co.
Chowtai, Ger. s.s., 1115, H. Textor, 22nd June,
—Bangkok 16th June, Rice and Wood—
B. & S.
Chungang, Br. s.s., 1418, R. Cox, 18th June,
—Bangkok and Kohsichang 12th June,
Rice—J. M. & Co.
General Alva, Am. transport, Whitton, 20th
June, —Cavite 17th June.
Haimun, Br. s.s., 636, W. C. Passmore, 24th
June, —Kobe 19th June, Ballast—D. L. &
Co.
Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen,
24th June, —Haiphong and Hohow 21st
June, Gen.—J. & Co.
J. W. Taylor, Br. s.s., 1793, John Waters, 13th
June, —Penarth 13th May, Coals—Gilman
& Co.
Laertes, Br. s.s., 1340, J. B. Jackson, 25th June,
—Saigon 21st June, Rice, &c.—Wo Fat
Sing.
Laisang, Br. s.s., 2224, E. J. Tadd, 6th June,
—Calcutta 21st May, Penang 26th, and Sin-
gapore 31st, Gen.—J. M. & Co.
Lutetia, Br. s.s., 2092, P. N. Baker, 35th
June, —Bary Dock 14th April, Coals—
D. & Co. Ld.
Myrmidon, Dut. s.s., 1591, J. Barends, 24th
June, —Samarang 17th June, Gen.—O. S.
S. Co.
Nam Sang, Br. s.s., 4015, Geo. Payne, 20th
June, —Calcutta via Penang and Singapore
16th June, Gen.—J. M. & Co.
Oranget, Nor. s.s., 1001, Joh. Dannevig, 22nd
June, —Bangkok 15th June, Rice—S. W.
& Co.
Oscar II, Nor. s.s., 2000, R. Olsen, 25th June,
—Kuchinotzu 19th June, Coal—M. B. K.
Paklat, Ger. s.s., 1018, H. Demes, 22nd June,
—Bangkok 16th June, Gen. and Rice—B.
& S.
Progress, Ger. s.s., 687, F. Bremer, 21st June,
—Touane 18th June, Coal—S. & Co.
Prometheus, Nor. s.s., 1023, H. Lersbyrgen,
22nd June, —Bangkok 15th June, Rice—
Joh Fat Hong.
Restorer, Br. s.s., 1258, Morrell, 10th June,
—Saigon 8th June, Submarine Cable—E. E.
Telegraph Co.
Taming, Br. s.s., 1350, Pennefather, 25th June,
—Manila 22nd June, Sugar—B. & S.
Tremont, Am. s.s., 6195, Thos. W. Garlick,
24th June, —Manila 22nd June, Gen.—D.
& Co. Ld.
Tyr, Nor. s.s., 1418, D. L. Danielsen, 25th
June, —Hongay 22nd June, Coal—S. W.
& Co.
Wongkoi, Ger. s.s., 1115, F. Bruhn, 23rd July,
—Bangkok via Swatow 15th June, Rice
and Wood—B. & S.

June 27th, 1904, a.m.

Vladivostok, 7 a.m. — — — — —
Nemuro " 5 a.m. — — — — —
Hakodate " 5 a.m. — — — — —
Tokio " 5 a.m. — — — — —
Kochi " 5 a.m. — — — — —
Nagasaki " 5 a.m. — — — — —
Kagoshima " 5 a.m. — — — — —
Oshima " 5 a.m. — — — — —
Naha " 5 a.m. — — — — —
Ishigakijima " 5 a.m. — — — — —
Taihou " 5 a.m. — — — — —
Taichu " 5 a.m. — — — — —
Tainan " 5 a.m. — — — — —
Koshun " 5 a.m. — — — — —
Pescadores " 5 a.m. — — — — —
Weihaiwei " 5 a.m. — — — — —
Gutliff " 5 a.m. — — — — —
Sharp Peak " 5 a.m. — — — — —
Amoy " 5 a.m. — — — — —
Swatow " 5 a.m. — — — — —
Canton " 5 a.m. — — — — —
Hongkong " 5 a.m. — — — — —
Victoria Peak " 5 a.m. — — — — —
Gap Rock " 5 a.m. — — — — —
Macao " 5 a.m. — — — — —
Haiphong " 5 a.m. — — — — —
Manila " 5 a.m. — — — — —
Bacolod " 5 a.m. — — — — —
Iloilo " 5 a.m. — — — — —
Cebu " 5 a.m. — — — — —
C. St. James " 5 a.m. — — — — —

June 27th, 1904, a.m.

B. barometer 29.58 29.49
Temperature 86 90
Humidity 68 65
Rainfall —

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec., 1903, Case Oil—
S. O. Co.
Kentmere, Br. bq., 2334, Burch, 14th June,
—New York 29th Jan., Kerosine—S. O. Co.
Maria Le, Ital. bq., 1,181, D. Ursi, 9th April,
—Freemanle 7th Feb., Sandalwood—
Order.
Trompeter, Br. bq., 949, A. Hutton, 28th May,
—Freemanle 23rd May, Sandalwood—
Gilman & Co.
Vale of Doon, Sarawak bq., 669, J. Petersen,
22nd June, —Rajang, (N.W. Borneo) 6th
June, Timber—S. W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Tonkin	Saigon	M. M. & Co.	June 28
Suisang	Singapore	J. M. & Co.	June 29
Chihail	Tientsin	B. & S.	June 29
Chusao	Singapore	P. & O. Co.	June 30
Nicomedia	Japan	P. & O. Co.	June 30
Chingtu	Kobe	B. & S.	July 1
Athenian	Japan	C. F. R. Co.	July 1
Emp. of Japan	Vancouver	C. F. R. Co.	July 1
Seydlitz	Japan	M. & Co.	July 6
P. R. Luitpold	Colombo	M. & Co.	July 7
Calcutta	Victoria	B. & S.	July 7
Tainan	Sydney	B. & S.	July 13

Hongkong & Whampoa Dock Returns.

U.S.S. Pathfinder, " at Kowloon Dock.
U.S.S. General Alva " " "
Chusang " " " "

Ships Passed The Canal.

Onward—1st June—Anapa, Stom, Badenla,
Germanicus, Indragadi, 4th June—Tonkin,
Silvia, 6th June—Binalarig, 7th June—Rad-
norshire, 10th June—Junma, Nippon, Stho-
nia, 18th June—Ocanien, Sarpaden, Rhein,
22nd June—Baralong, Shimosa, 25th June—
Java, Venus, Pelus.
Homeward—1st June—Brigavia, " 22nd
June—Bayera, Benalder, 25th June—Ernest
Simons, Ping Sui, Achillas, Artemisia.
Arrivals at Home—1st June—Idonensis,
4th June—Aberlinia, Prinz Heinrich, Annam,
7th June—Tydeus, 14th June—Borneo, " For-
mosa, Trieste, Glenroy, Palawan, 18th June
—Talmachus, 22nd June—Polynesian, Sue-
via, 25th June—Antenor.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory.—
On the 26th at 11.35. Orders were given to
hoist the red drum.
On the 27th at 11.25 a.m. The barometer has
risen in the Philippines and fallen in South
China and Formosa.
The typhoon is still raging in the Southern
part of the Formosa Channel moving slowly,
probably northwards.
Forecast—Moderate W. winds, cloudy, fair.

CHINA COAST METEOROLOGICAL REGISTER.

	June 26th, 1904, a.m.	Bar.	Th.	Hu.	Wind.	Wz.
Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	" 5 a.m.	29.96	—	—	S 4	—
Hakodate	" 5 a.m.	29.93	—	—	S 2	—
Tokio	" 5 a.m.	29.98	—	—	0	—
Kochi	" 5 a.m.	29.91	—	—	E 4	—
Nagasaki	" 5 a.m.	29.79	—	—	SW 8	—
Kagoshima	" 5 a.m.	29.83	—	—	S 6	—
Oshima	" 5 a.m.	29.84	—	—	S 6	—
Naha	" 5 a.m.	29.77	—	—	SE 8	—
Ishigakijima	" 5 a.m.	29.66	—	—	E 8	—
Taihou	" 5 a.m.	29.60	—	—	E 6	—
Taichu	" 5 a.m.	29.48	—	—	0	—
Tainan	" 5 a.m.	29.58	—	—	0	—
Koshun	" 5 a.m.	29.57	—	—	NE 6	—
Pescadores	" 5 a.m.	29.58	—	—	NE 6	—
Weihaiwei	" 5 a.m.	—	—	—	—	—
Gutliff	" 5 a.m.	—	—	—	—	—
Sharp Peak	" 5 a.m.	29.67	81	91	NE 2	—
Amoy	" 5 a.m.	29.70	80	91	NE 2	c
Swatow	" 5 a.m.	29.70	80	91	NE 2	c
Canton	" 5 a.m.	29.65	83	91	E 2	b
Hongkong	" 5 a.m.	29.65	86	73	0	0
Victoria Peak	" 5 a.m.	29.64	—	—	S 1	0
Gap Rock	" 5 a.m.	29.64	—	—	S 1	0
Macao	" 5 a.m.	29.62	80	—	E 1	c
Haiphong	" 5 a.m.	—	—	—	—	—
Manila	" 5 a.m.	—	—	—	—	—
Bacolod	" 5 a.m.	—	—	—	—	—
Iloilo	" 5 a.m.	29.75	80	—	W 3	q
Cebu	" 5 a.m.	29.69	78	—	W 2	c
C. St. James	" 5 a.m.	—	—	—	—	—

June 27th, 1904, a.m.

Vladivostok, 7 a.m. — — — — —
Nemuro " 5 a.m. — — — — —
Hakodate " 5 a.m. — — — — —
Tokio " 5 a.m. — — — — —
Kochi " 5 a.m. — — — — —
Nagasaki " 5 a.m. — — — — —
Kagoshima " 5 a.m. — — — — —
Oshima " 5 a.m. — — — — —
Naha " 5 a.m. — — — — —
Ishigakijima " 5 a.m. — — — — —
Taihou " 5 a.m. — — — — —
Taichu " 5 a.m. — — — — —
Tainan " 5 a.m. — — — — —
Koshun " 5 a.m. — — — — —
Pescadores " 5 a.m. — — — — —
Weihaiwei " 5 a.m. — — — — —
Gutliff " 5 a.m. — — — — —
Sharp Peak " 5 a.m. — — — — —
Amoy " 5 a.m. — — — — —
Swatow " 5 a.m. — — — — —
Canton " 5 a.m. — — — — —
Hongkong " 5 a.m. — — — — —
Victoria Peak " 5 a.m. — — — — —
Gap Rock " 5 a.m. — — — — —
Macao " 5 a.m. — — — — —
Haiphong " 5 a.m. — — — — —
Manila " 5 a.m. — — — — —
Bacolod " 5 a.m. — — — — —
Iloilo " 5 a.m. — — — — —
Cebu " 5 a.m. — — — — —
C. St. James " 5 a.m. — — — — —

June 27th, 1904, a.m.

B. barometer 29.58 29.49
Temperature 86 90
Humidity 68 65
Rainfall —

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,
—New York 10th Dec., 1903, Case Oil—
S. O. Co.
Kentmere, Br. bq., 2334, Burch, 14th June,
—New York 29th Jan., Kerosine—S. O. Co.
Maria Le, Ital. bq., 1,181, D. Ursi, 9th April,
—Freemanle 7th Feb., Sandalwood—
Order.
Trompeter, Br. bq., 949, A. Hutton, 28th May,
—Freemanle 23rd May, Sandalwood—
Gilman & Co.
Vale of Doon, Sarawak bq., 669, J. Petersen,
22nd June, —Rajang, (N.W. Borneo) 6th
June, Timber—S. W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Tonkin	Saigon	M. M. & Co.	June 28
Suisang	Singapore	J. M. & Co.	June 29
Chihail	Tientsin	B. & S.	June 29
Chusao	Singapore	P. & O. Co.	June 30
Nicomedia	Japan	P. & O. Co.	June 30
Chingtu	Kobe	B. & S.	July 1
Athenian	Japan	C. F. R. Co.	July 1
Emp. of Japan	Vancouver	C. F. R. Co.	

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th June, 1904,
at 1 P.M., the Company's Steamship
"HIMALAYA," Captain J. Combe, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian Line S.S. *Dumbara* bound for
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

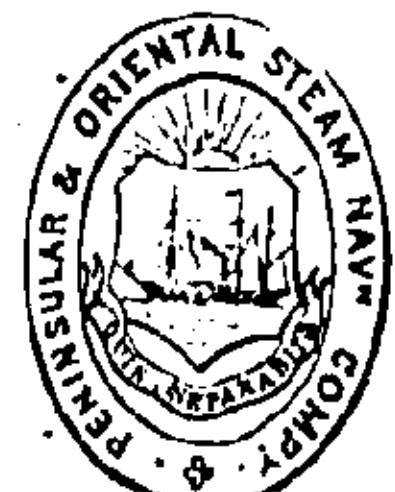
Shipping Orders will be granted till NOON
only on MONDAY, the 27th June, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Company's
Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15 June, 1904.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL."

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 2nd July,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Oriental*
due in London on the 15th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th June, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Tremont</i>	9,665	T. W. Garlick.	June 28
<i>Lyra</i>	4,417	G. V. Williams.	Aug. 4
<i>Shawmut</i>	9,665	W. M. Smith.	Sept. 1
<i>Tremont</i>	9,665	T. W. Garlick.	Oct. 1
<i>Shawmut</i>	9,665	W. M. Smith.	...

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

<i>Shawmut</i>	9,665	W. M. Smith.	Ab. Aug. 12
<i>Tremont</i>	9,665	T. W. Garlick.	...

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 15th June, 1904.

Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ,"

Captain von Hoff, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th instant will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 22nd June, 1904.

FROM NEW YORK.

THE H. A. L. Steamship

"NUBIA,"

Captain Habel, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 21st June, 1904.

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

of the NORDDEUTSCHER LOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before to A.M.,
TO-MORROW.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 29th inst., at
9.30 A.M.

All Claims must reach us before the 3rd
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LOYD.

MELCHERS & CO.,
Agents.

Hongkong, 21st June, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MAZAGON,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M. TO-DAY.

Goods not cleared by the 27th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st June, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order; and Cuffs
and Collars renewed on old ones.

Ladies' and Children's Under-clothing. Can-
dles' Dresses; and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/81=\$22.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited.	4,453	£10	£8	\$175,533	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £67 3/8 buyers
Do. (Founders)	750	£1	£1	\$191,973		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$599,143 \$784,445 \$906,872 \$900,000	\$1,959,926	\$32 for 1902	6 %	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$62 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,994	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 1/2 %	\$212
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,561	\$319,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409 \$240,000	\$41,538	\$1 1/2 for second half-year, 1903	10 %	\$29 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£870 £100,000	£5,380	10/- for 1902	5 %	\$118 buyers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1902		\$26 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$71,815	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$36
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts. \$0.90 & b. 20 cts. } for year ending 30.4.04	7 % 5 %	\$33 buyers \$24 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 1/2 %	\$142 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000 £40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/- buyers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 86 1/2	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited.	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of {Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2}	7 1/2 %	Tls. 48 sellers Tls. 47 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50					
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$18 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{Fcs. 251,337 Fcs. 1,529,652}	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 1/2 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 6.50 sellers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$5 dividend and \$1 bonus for second half year 1903 Int. of Tls. 5 for half year ending 31.10.03 \$6 for 2nd half year 1903 \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend \$10 div. & \$2 1/2 bonus for 1902/3 Final of \$2 1/2 making \$5 for 1903	6 1/2 % 6 1/2 % 6 1/2 % 6 1/2 % 6 % 4 1/2 %	\$214 buyers Tls. 155 1/2 sales \$255 sales \$200 buyers \$110 \$210 buyers \$109 1/2 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	Tls. 18 for 1903	9 1/2 %	Tls. 195 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
Do. (Preference)	2,750	\$100	\$100	\$14,000	\$29,926	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$50,989	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$109 1/2 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{Tls. 487,210 Tls. 509,913}	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 sales
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 195 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489			
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 130,000 Tls. 17,144	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{Tls. 100,000 Tls. 150,000 Tls. 17,144}	Tls. 37,634	{Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 1/2 %	Tls. 111 sales
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 1/2 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$107,771 \$10,000 }	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$137
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 52,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	6 1/2 %	Tls. 13 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	12 1/2 %	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,607 \$50,000 }	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 90,098	Tls. 88,034	Interim of 3 3/4 a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares		Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897		Tls. 160 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{Final of 60 cents making \$1 for the year ending 31/7/03}	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{Tls. 24,826 Tls. 25,000}	Tls. 1,091	Final of Tls. 3 making Tls. 6	10 %	Tls. 61 1/2 buyers
Alhambra, Limited	300	\$200	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900		\$200
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$29 1/2 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	6 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$90 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	{90 cents 45 cents } for year ending 30.4.1903	6 1/2 %	\$14
Hongkong & China Gas Company, Limited	30,000	\$10	\$5	none			6 %	\$7 1/2 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	{Tls. 100,000 Tls. 108,172}	Tls. 7,548	{ \$1 div. and 2/- bonus for 1902 Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 8 1/2 for 1903	7 1/2 %	Tls. 115 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1903	8 %	Tls. 380 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,759	Tls. 667	Final of Tls. 4 making Tls. 16 for 1903	12 1/2 %	T.Tls. 140 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year		T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$30	\$30	\$186,000	\$13,104	Final of \$14 making \$33 for 1903	12 %	\$29 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$125 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$5.75 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	9 1/2 %	\$225 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	7 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$300.30	\$4,283	\$20 for year ending 30.11.1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$12 for year ending 31.7.1903	7 %	\$18 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903	8 1/2 %	\$37
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	none	£100	None		\$5 sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$4 1/2	\$14,000	\$119	{90 cents \$99.70 } for year ended 31.5.1903	14 1/2 %	\$104 buyers
Do. (Founders)	100	\$10	\$10 1/2					\$210 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,470	None		90 cents buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$17 1/2 buyers
China Light and Power Company, Limited	15,000	\$10	\$10	none	\$3,739	None		\$17
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903 1/4	9 1/2 %	\$104 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitation in Langkat.	25,000	Gs. 100	Gs. 100	{Tls. 374,669 Tls. 11,143}	Tls. 27,187	{First quarterly of Tls. 10, paid 15.3.04... (Second do. "Tls. 10, " 15.6.04...}	13 1/2 %	Tls. 302 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 41,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 71 1/2 sales
Shanghai Pulp and Paper Company, Limited	14,500	Tls. 100	Tls. 100	none	Tls. 3,288	Final of Tls. 5 making Tls. 10 for 1903	9 %	Tls. 125 sales
Central Stores, Limited	6,001	\$15	\$12	\$20,000	\$1,253	Final of \$1.20 making \$2.70 for 1903	12 %	\$23 sales
Do. (Founders)	123					None		\$100 sales
Do. (New Issue)	24,000	\$15	\$7 1/2			First year		\$7 1/2 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$15 for 1903	9 1/2 %	\$155 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$81,403	{ \$1 div. and 25 cents bonus for half year ended 30.6.1903 }	8 %	\$31 1/2
Fraser and Neave, Limited	4,500	\$10	\$10	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$95 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	8 %	\$27
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50			First year		\$20
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$25